

## INGALLS MAKES A BLUNDER

His Talk About Dropping Employees May Hurt Big Four Operations.

That Road is Now Running with More Harmony Than It Has for Years—Local Freight Traffic Observed to Be Picking Up.

Said a railway official (not on the Big Four system), "If the alleged interview of a reporter of a Cincinnati paper with M. E. Ingalls, president of the Big Four, is correctly stated, President Ingalls is not as sensible a railroad man as I have credited him with being. As to his ability to cut down expense the coming year \$500,000 as compared with the year ending June 30, 1893, that is all right. Considering the large sum of money he has expended on the property the last eighteen months he should be able to greatly reduce expenses, but if he told a reporter, as I do not believe he did, that he is going over the system and will drop men in all grades of service as an economical measure, he is not only unwise, but he is also a blunderer. For the first time in the last three years there is now perfect harmony between the officials and all are working to economize as far as possible and maintain good service. There are not a half dozen officials at longhairs and wrecks occurring every day under the present management of the company's affairs. It will not be a difficult task to save \$200,000 of the \$500,000 in the freedom from wrecks as compared with last year. Track, equipment and the present system of doing business, all make it an easy matter to cut down operating expenses without demoralizing the men. But to have an interview go out broadcast that the employees are to be the first to suffer is not like President Ingalls, and certainly not for the best good of the service. Official position is disposed to carry out his wishes, but to place every man in the company's employ on the same basis as to the security of his position is certainly the most effective method he could adopt to bring about the demoralized condition of eight months ago."

**Freight Traffic Increasing.**  
The trade shows that in the week ending July 23, there were 940 more loaded cars received and forwarded than in the week preceding, yet it will be noticed, by examining the weekly statement, that in the corresponding week of 1892 there were 3,000 more loaded cars handled than by the same roads last week. The loss is largely with the Big Four and the Pennsylvania lines; with both systems the east and west-bound through business is the lightest at this season in many years. That there is to be an early improvement is evidenced in the increased inquiry for cars and the large distribution of empty cars now in progress. The last three days of the week ending July 23 more wheat was loaded on all roads centering here than had been in the corresponding weeks preceding east-bound shipments of export flour and grain have increased the last few days, and the shipments of live stock east, both for export and for export, are heavier than at the corresponding period last year. West-bound traffic has not been as light as in any time in the season. It is not unusual to have a light tonnage of dry goods and the higher class freights in July, but this year the tonnage of the lower class freights, such as iron structural work, railway supplies, anthracite coal and coke, is down to a minimum. Freight business is, however, August will increase west-bound business. Local agents say they do not remember the time when in and out-bound business has been as light as compared with the corresponding weeks of the preceding two years.

Name of Road.	Loaded cars.	Empty cars.	Total cars.
L. N. & C. Air-line.....	320	395	715
L. E. & W.....	304	416	720
C. & E. D. (Ind.).....	840	801	1,641
Penn. lines.....	542	608	1,150
(L. & V.).....	563	695	1,258
Chic. & Ind. div.....	1,091	1,150	2,241
Peoria & Eastern.....	1,372	1,545	2,917
Western.....	1,036	1,312	2,348
Big Four (Chicago div.).....	1,462	1,571	3,033
St. Louis div.....	1,340	1,965	3,305
Clev. Ind. div.....	1,357	2,115	3,472
Vandalia.....	1,068	1,458	2,526
Totals.....	15,967	18,432	34,399
Empty cars.....	15,967	18,432	34,399
Total movement.....	20,067	23,044	43,111

Late Car-Service Closes in the Courts.

On March 24 the Circuit Court of Jefferson county, West Virginia, in a suit of George Campbell against the Baltimore & Ohio Railroad for \$500 damages for withholding two cars of brick for car service, decided in favor of the defendant, the judgment was rendered for the sum of \$14.88, being the difference between the value of brick sold and the amount of freight and demurrage charges, for which the railroad sold it. The Supreme Court of West Virginia has now affirmed the decision of the lower court, unanimously refusing to grant appeal.

In the case of George W. Higgins against the Baltimore & Ohio Railroad, the railroad the defendant refused to pay car service on a carload of coal which he had allowed to stand on the unloading track at Portsmouth, O., without being unloaded, beyond the limit of time allowed by the association. He was duly notified, as is the custom. No attention having been paid to it, the coal was sold to pay the car service. The result was that Mr. Higgins brought suit against the Baltimore & Ohio Western Railroad Company, whose property the car was in question. The case was tried by Judge Henry Hall, of Portsmouth, whose decision gave not only the character of the case, but the importance of the principle involved. The plaintiff asked in this case for \$4.33, the value of 227 bushels of coal, the property of the plaintiff, which he claimed was sold to enforce the payment of 285 demurrage due the plaintiff from the defendant for the detention of a car loaded with fertilizer shipped to the defendant. The consignee had due notice of the arrival of said car, but refused to unload the same until after a charge of \$23 had accrued. Consignee claimed that the company from whom he had ordered the fertilizer shipped it one month too soon, and that he did not have a place to store it conveniently. The court said that the plaintiff company is a common carrier for hire, and in its capacity as such transported said car of fertilizer, and stored it for delivery to the consignee. That the defendant had noticed of arrival of said car, but refused to unload it for the space of twenty-seven days and upwards thereafter. The court said: "We can conceive of no more necessary and reasonable regulation than the one we are asked to enforce; the need of such a regulation is apparent from the facts in the case. The rules adopted in this district are reasonable and clearly necessary and in no way detrimental to shippers, but wholly in their interest."

rest. Having reached this conclusion, judgment must be entered in this case in favor of plaintiff and against defendant upon this verdict, upon payment of the jury fee."

**Traffic Notes.**  
The Pennsylvania lines handled at this point last week 4,975 cars, 8,017 being loaded.

The Big Four handled at Indianapolis, last week, a total of 11,545 cars, 8,230 being loaded. This is an increase of 466 loaded cars over the week ending July 15.

The Peoria & Eastern handled at Indianapolis, last week, a total of 2,884 cars, 1,871 being loaded, an increase over the preceding week of 233 loaded cars.

East-bound business with the Vandalia continues much heavier than west-bound. Last week this road brought into Indianapolis 638, against 686 loaded cars forwarded the week of July 15.

The Indianapolis, Hamilton & Dayton last week came nearer handling its usual number of cars than either of the Indianapolis lines, handling at this point a total of 1,110 cars, 849 being loaded.

The empty car movement is unusually large. The Bee-line division of the Big Four last week brought in from the East 738 empty cars, and 801 empty cars, or 95 more empty than loaded cars.

The Indianapolis & Vincennes brought into Indianapolis last week 432 carsloads of wheat and coal. This division is now doing a better business than for some time past, more pretensions of the Pennsylvania lines.

The Louisville division of the Pennsylvania lines is doing a much heavier north than south-bound traffic, last week bringing into Indianapolis 537 loaded cars against 404 forwarded. A large percent of the north-bound business is in fruits and vegetables for this and the Chicago markets.

**Personal, Local and General Notes.**  
The Big Four has put in a switch to the new works of the Dean Brothers, which will hold twelve cars.

The Big Four special train to Forest Park, where the state militia is encamped, yesterday morning took out ten well-filled coaches.

J. J. Egan, formerly with the Lake Shore, has been appointed head of the Chicago & West Michigan at LaPorte, Ind., vice G. A. Wandless, resigned.

George M. Burns, chief clerk to General Manager Carroll, of the operating department of the Queen & Crescent, spent Sunday with friends in this city.

The Baltimore & Ohio earned in June \$3,157,000, an increase as compared with the same month last year of \$61,727, making the month the largest of any month in the road's history.

General Passenger Agent Ruggles, of the Michigan Central, claims to have carried more first-class passengers to the city since it opened than has any other line running into Chicago.

Four coaches and a long train of box cars for the Northern Pacific, built at the Ohio Falls car works, passed north yesterday. The coaches are a credit to the works, say those who have seen them.

J. C. Davis, confidential secretary of M. E. Ingalls, president of the Big Four, spent Sunday in the city, the guest of Chairman Brown, president of the Railway Officials' and Employes' Association.

Train 30, over the Cincinnati, Hamilton & Dayton and the Monon for Chicago, was run in two sections yesterday, carrying two carloads of traveling salesmen who will this week visit the world's fair.

Freight Agent Rodney, of the Vandalia city freight depot, last week dropped two gangs of freight handlers, so dull is business. Not for many years, he says, has he been working so few platform men as now.

The Evansville & Terre Haute last week listed \$100,000 of the first general mortgage five-per-cent mortgage bonds, fifty years to run, on the New York Stock Exchange.

July 23, 1893, this company listed \$1,237,000 of this issue of bonds.

B. S. Sutton, superintendent of the Cairo division of the Big Four, is much pleased with his new field. He has decided to make Mount Carmel his headquarters, instead of Paris, Ill., it being nearer the center of the lines under his direction.

The Louisville, New Albany & Chicago earned in the second week of June, \$70,881, an increase of \$2,340 over the corresponding week of 1892, and the increase was wholly in passenger revenue, the earnings from freight dropping below those of last year.

The world's fair travel has proven so disappointing that some of the roads are considering the question of running excursions to other pleasure resorts, among them Niagara Falls excursions, for instance.

The Big Four management is turning its attention now to the Michigan division. The sixty-pound rail taken up on the Chicago division, which was but little worn, will give place to eighty-pound rail, and the former will be put in the track of the Michigan division between Greensburg and North Vernon.

The Evansville & Terre Haute last week received from the Baltimore & Ohio works another new heavy engine, being the light received in the last thirty days. The last few months great improvement has been made in the physical condition and the equipments of this road.

During the fourteen years that Norman Beckley was general manager of the Cincinnati, Washington & Michigan, no trains were run on the road on Sunday. Now that it is controlled by the Big Four, Sunday has been made the cleaning-up day of the road, and it causes the people along the line a good deal of anxiety.

The passenger business the Big Four is getting out of Louisville for northern Indiana, and the Chicago & West Michigan, Agent D. B. Martin, the official reports show that there was not a train out of the Falls City last week which did not have passengers for Chicago or some other northern point reached by the Big Four lines.

The Columbian express, placed on the Pennsylvania lines eighteen months ago to run between Chicago and St. Louis, has become one of the most popular trains on the system. When started it hauled but three passenger cars; it now hauls daily eight, and when there is rush in rush or two or three sections. What is more singular, the limited, put on years ago, is well patronized as ever.

If M. E. Ingalls, president of the Big Four, insists on withdrawing from the Chicago and Ohio-river Traffic Association it is doomed organization, as for some months the Pennsylvania lines have given it the cold shoulder, and they, with the Big Four, have paid 65 per cent. of the expenses. The Lake Erie & Western has never been in this organization or the Central Traffic Association, but it has existed, and shows larger increases in earnings than any road of equal mileage holding membership in the two organizations.

**The Court Record.**  
**SUPERIOR COURT.**  
*Ex parte* Higgins vs. Higgins, divorce; Oliver T. Cumbach vs. William F. Clark et al.; for receiver. Room 3.  
Beverly Porter vs. Charles H. Schad et al.; forcible entry and detainer. Room 1.  
Thomas J. Duckman vs. Kate Rogers; on contract. Room 2.  
Ida May Barton vs. William R. Barton; divorce. Room 1.

**CIRCUIT COURT.**  
*New Suits Filed.*  
Ella Russell vs. James W. Russell; divorce.  
James N. Duffy vs. Addison Bybee et al.; on account.  
Bobby Got Whipped for This.  
Philadelphia Times.  
"That's what I call a good dinner," remarked Bobby, as he leaned back in his chair with an air of reflection.  
"Bobby," said his mother, "I'm ashamed of you saying such a thing."  
The minister, who was dining with the family, laughed heartily. "Bobby appreciates the good things of life," he said, "like all the rest of us."  
"Don't you think it was a good dinner?" Bobby asked the minister.  
"Yes, indeed. I enjoyed it very much."  
"Ma said she thought you would, because she didn't suppose you got very much at home."  
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